

Fiscal Year 2001 Annual Report

Interagency Agreement DTNH22-XO5252 Indian Health Service and National Highway Traffic Safety Administration

Background

The Indian Health Service (IHS) and the National Highway Traffic Safety Administration (NHTSA) have worked collaboratively over the last eight years to reduce the extraordinarily high injury and deaths associated with motor vehicle collisions among American Indian and Alaska Native (AI/AN) people. This summary report highlights the activities and progress made to date in building the capacity of Tribes to address their specific injury problems.

Traffic Safety Programs in Indian Country

Child Passenger Safety

CPS Training

To combat the extraordinarily high rate of motor vehicle fatalities among AI/AN children, child passenger safety training and car seat distribution programs are occurring throughout Indian Country. This year, seven IHS Areas coordinated child passenger safety training: Aberdeen, Alaska, Albuquerque, Bemidji, Oklahoma, Phoenix, and Tucson. These trainings ranged from one day to one week in duration, and have trained 561 IHS and Tribal employees (see Table 1 below). Many of these training sessions involved collaboration between IHS and Tribal staff and Highway Safety Departments, SAFE KIDS, EMS programs, Headstart programs, and local injury prevention coalitions. During FY 2001, the Aberdeen, Oklahoma, Bemidji, and Phoenix Areas have been particularly active in providing child passenger safety training at the local level. The following is a summary of their activities.

During FY 2001, more **Aberdeen Area** IHS/Tribal personnel have completed one of the NHTSA CPS courses than any other IHS Area. According to the Area Injury Prevention Specialist, 209 participants have completed one of these trainings. In conjunction with the States of North and South Dakota, the Aberdeen Areas sponsored eight of the four-day CPS courses. This Area also sponsored three of the two-day courses and one of the one-day courses. Participants at these courses included Tribal Community Health Nurses, Safe Community Coordinators, law enforcement, and Head Start personnel.

In the **Oklahoma Area**, 100 participants have completed one of the NHTSA child passenger safety trainings. Five of the one-day courses were held in the Oklahoma Area. Sponsors for these courses include the Native Americans for Injury Prevention, Ottawa County Injury Prevention Coalition, the Osage Nation, and the Cherokee Nations. The Oklahoma SAFE KIDS Coalition also sponsored several of the four-day trainings in which Tribal staff have also attended.

The Bemidji Area Director has made CPS training a priority for the **Bemidji Area**. As a result, the Bemidji Area sponsored three (3) two-day courses and two (2) one-day courses. The two-day

courses were held on the Red Lake and White Earth Reservations and the one-day courses were held on the Red Lake and Fond du Lac Reservations. Sixty-five people attended these four courses. NHTSA funds were used to sponsor the one and two day courses. Another 14 Tribal members attended the four-day NHTSA child passenger safety trainings offered by the States of Minnesota, Wisconsin, and Michigan. NHTSA funds were also used to sponsor these Tribal participants.

| Table 1: NHTSA Child Passenger Safety Training by Type and IHS Area, FY 2001* | | | | | | |
|--|---|--------------|--------------|------------------------|----------------------|----------------------|
| IHS Area | IHS/Tribally-Sponsored NHTSA Certified Courses | | | Total # Trained | # Technicians | |
| | 1 Day | 2 Day | 4 Day | | Native | Non-Native |
| Aberdeen | 1 | 3 | 8 | 209 | 44 | 95 |
| Alaska | 1 | 1 | 2 | 33 | 1 | 2 (15 ¹) |
| Albuquerque | | | 2 | 48 | 10 | |
| Bemidji | 2 | 3 | | 79 | | 26 |
| Navajo | 6 | 2 | 2 | 130 | 100 | 30 |
| Oklahoma | 5 | | 2 | 100 | 35 | 3 |
| Phoenix | 5 | | 2 | 79 | 7 | 6 |
| Portland | | | | | 2 | 2 |
| Tucson | 1 | | | 13 | | 2 |
| All Areas | 21 | 9 | 16 | 691 | 199 | 165 |

* Data in Table 1 includes only those IHS Areas that have reported CPS training classes in which IHS/Tribal personnel have received training. Table 1 does not include CPS training that may have taken place in these Areas, but was sponsored/coordinated by other agencies.

¹ Ethnicity of these 15 participants is unknown.

The **Phoenix Area** injury prevention staff has worked closely with NHTSA, SAFE KIDS, and a regional EMS association to develop and sponsor child passenger training courses. Based upon requests from Tribes, the Reno District IHS staff has presented five (5) eight hour CPS courses during FY 2001. Overall, 60 participants completed these five courses.

Additionally, three of the NHTSA four-day courses have also been offered in the Phoenix Area. The first, sponsored by the Nevada and Utah State Safe Kids and the Offices of Traffic Safety was held in Reno. The Phoenix Area sponsored two individuals to attend this training. The second four-day course was held in Phoenix during July 2001. Nine individuals serving the Hopi Reservation were among the 30 that registered for this training. The third four-day course was coordinated by the Desert Samaritan Hospital and the Phoenix Area Injury Prevention program. This course trained the hospital employees that are responsible for distributing child safety seats to families with newborns when they are discharged from the hospital. The Reno District is currently completing a “packaged” eight-hour CPS course that can be used by all of IHS.

Car Seat Distribution Programs

All of the IHS Areas offer some type of child safety seat program. Most of these programs are Tribally operated give-away programs. Many of the programs are coordinated by Community Health Representatives (CHRs), hospital-based health education programs, WIC programs, local Head Start programs, nursing staff, and others. Box 1 (below) summarizes the number and type of programs that exist as well as the number of child safety seats distributed during FY 2001.

Box 1: Examples of Child Safety Seat Distribution Programs in Indian Country

Aberdeen: There are 19 safety seat programs in the Aberdeen Area. The Tribes and IHS operate these programs. During FY 2001, more than 2800 seats were distributed.

Alaska: The Alaska Area offers both give-away and loaner programs. Funds for these programs come from regional Alaska Native Corporations and the Ford's Boost America program. Together, these programs distributed approximately 700 child seats during FY 2001.

Albuquerque: Child safety seats are distributed by 15 Tribally operated occupant restraint programs in the Albuquerque Area that received funding from the Albuquerque Area Injury Prevention program and Ford's Boost America program.

Bemidji: In the Bemidji Area 29 of the 34 Tribes have car seat distribution programs. Funds to support these programs comes from Ford's Boost America program, the Bemidji Area Injury Prevention program, IHS Type I grants (see below), and the State of Minnesota.

California: In the California Area, car seats are distributed by 30 IHS programs that sold approximately 600 car seats during FY 2001. This increased the total number of car seats sold in the California Area to more than 11,500 since FY 1990.

Navajo: The Navajo Area has distributed 1,000 child safety seats during FY 2001. These seats came from Ford's Boost America, the Gallup and Navajo Nation Safe Kids Coalitions, the Arizona Governor's Highway Safety program, and the New Mexico state Medicaid program.

Oklahoma: In the Oklahoma Area, there are 17 Tribes that are operating car seat distribution programs. During FY 2001, these programs distributed 900 seats.

Phoenix: Nearly 1,800 car seats were distributed in the Phoenix Area during FY 2001 through health centers and car seat clinics. Funding for these programs comes from the Area Injury Prevention program, the Arizona Governor's Office of Highway Safety, and the Ford Boost America grant.

Portland: The Portland Area distributes infant, toddler, and booster seats. The Warm Spring Environmental Health program has distributed booster seats for three years, and has given out nearly 50 seats during FY 2001.

Tucson: Three clinic-based programs distributed 350 seats during FY 2001.

Car Seat Checkpoints

Not all of the Areas conduct regular car seat checkpoints. Of those that do, most are conducted by Tribal programs on a quarterly or semi-annual basis. Assistance from IHS staff, SAFE KIDS, and state agencies is common. The **Aberdeen Area** worked with local State agencies to organize 11 checkpoints. In the **Oklahoma Area**, 56 car seats were checked during the three Tribally sponsored car seat checkpoints held during FY 2001. The **Phoenix Area** has also held three checkpoints. One of the seats that were checked was later involved in a crash and is credited with saving the life of the child (see Success Stories, below). Interestingly, the **Bemidji Area's** Mille Lacs Band of Ojibwe recently purchased a mobile child passenger safety seat fitting station. This

Tribe uses the fitting station on a monthly basis to ensure that the child seats are installed properly. The **Navajo Area** conducts monthly child safety seat checkpoints throughout the Navajo area including in the city of Gallup, New Mexico.

Occupant Restraint

All of the Areas with active child safety seat/seat belt programs are conducting occupant restraint surveys. In most cases these surveys are required by the funding agency on a semi-annual or annual basis. Some Areas conduct occupant restraint surveys on a more frequent basis. The Phoenix Area has developed a protocol for conducting these surveys, and the Bemidji Area is currently developing their own methodology.

Results from these surveys vary considerable. Generally, in those locations where primary child safety seat/seat belt laws exist, usage is higher. Most Areas report using survey results to influence Tribal ordinances, to increase support for local occupant protection programs, and when applying for external funding.

Traffic Safety Conferences

In many of the IHS Areas conferences are used as a way to draw attention to important injury issues, to provide information to colleagues and community members, and to develop community-based coalitions focused on an injury problem. During FY 2001, five of the IHS Areas report having been involved with a local conference that discussed traffic safety issues. These conferences ranged from local injury prevention conferences to national conferences.

In the Albuquerque, Alaska, Phoenix, and Portland Areas, local injury prevention conferences were held to provide injury prevention instruction to community members and to generate support for local and regional injury prevention programs. The **Albuquerque Area's** South-Central Injury Prevention Coalition conducted yearlong school-based occupant restraint programs that culminated in a Youth Injury Prevention conference. This conference consisted of occupant restraint presentations by youth groups, student skits, and crash demonstrations. One hundred and fifty students attended this conference. In the **Alaska Area** a conference was held on Kodiak Island. This conference was funded by an IHS Type 1 grant, and it officially kicked off the Kodiak Area Native Association Injury Prevention program. In the **Phoenix Area** a conference was held on the Hopi Reservation. Motor vehicle safety was one of the injury prevention topics discussed with the 105 community members in attendance. The **Portland Area** Indian Health Board sponsored a conference with the Lummi Nation titled "Sober Spirit on the Road". This conference was attended by approximately 200 adults and youths and focused on the problem of drinking and driving on the Lummi Reservation.

Three of the IHS Area Injury Prevention programs participated in conferences with a wider audience. The **Bemidji Area** was one of a number of sponsors for the Second Annual Transportation Safety Conference held in Green Bay, WI. The Bemidji Area is also one of the co-sponsors of the First Annual American Indian Lifesaver's Conference. Both conferences focused on occupant protection and drinking and driving issues. The **Aberdeen Area** Injury Prevention program co-sponsored the fifth annual Native American Lifesavers conference

(Bismarck, North Dakota, June 11-13, 2001). The theme of the conference was “*The Need for Injury Prevention in Indian Country*”. Partners included the states of North and South Dakota, USDOT, NHTSA, IHS, CDC, and the University of North Carolina. The conference was co-sponsored by the United Tribes Technical College Injury Prevention program, North Dakota DOT, and South Dakota EMSC. More than 100 participants were registered for this conference. The **Tucson Area** Injury Prevention staff gave traffic safety-related presentations at this year’s Arizona Public Health Association’s Conference.

Motor Vehicle Studies in Indian Country

Five motor vehicle-related studies are described in the section below titled “IHS Injury Prevention Fellowship Studies”. In addition to these studies, there have been other motor vehicle projects worthy of mention.

During FY 2001 three Tribal organizations in the Bemidji Area were actively studying motor vehicle crashes in their communities. The first, the **Menominee Tribal Police**, pin-mapped crash sites in their region and are now cross referencing and developing a complete data set by collaborating with the Wisconsin DOT. Soon they will be using GPS units to computerize their crash mapping purchased with funds by the Bemidji Area IHS. The **Bad River and St. Croix Injury Prevention Coalitions** are also working with the State of Wisconsin to study several dangerous intersections to determine if it is feasible to construct turn lanes. Finally, the **Leech Lake Environmental Health** program is working with the Minnesota DOT to study the turn off to a local casino to determine if a stoplight or other environmental modification could be implemented to reduce the observed high incidence of crashes at this site.

The Phoenix Area has been actively involved in studying motor vehicle crashes and implementing appropriate interventions. On the **Fort Duchesne Reservation**, motor vehicle crashes on a five-mile stretch of Utah Highway 40 were examined. The study revealed that there were an extraordinary number of crashes in this section of roadway. Tribal members used the results to approach the Utah DOT about modifying the roadway. As a result, the dangerous two-lane road was widened to four lanes. IHS Environmental Health staff is following up on the recommendation made in a descriptive study of the four roadways leading in/out of the **San Carlos Apache Indian Reservation**. This study found that livestock-related motor vehicle injuries were common. The recommendations from this study have lead to the installation of cattle guards and fencing on the sections of road experiencing high livestock-related MVCs. Lastly, the **Whiteriver Apache** Office of Environmental Health is in the process of designing an evaluation of the local occupant protection program.

The **Navajo Area’s**, Division of Environmental Health (DEH) has worked with Navajo Law Enforcement, the Navajo Highway Safety Program, the Navajo DOT, and Navajo Area Indian Health Service on a number of traffic safety projects. The DEH provided the Navajo Nation with the technical assistance and data needed to obtain funding for roadway improvements. Some of the projects that received funding include lighting projects in Kayenta and Sheepsprings. Funding has also supported upgrading a hazardous roadway on Arizona Highway 89 from two lanes to four, and the St. Michaels’ road widening and lightning project. Other projects include

installing GPS units in police vehicles, and mapping crashes to identify hazardous sections of road.

Legislation

During FY 2001 a number of legislative changes have occurred that may influence traffic-related injuries in Indian Country. In the State of Oklahoma the legal limit for intoxication was lowered from 0.10 to 0.08. At the same time a graduated drivers license law was also passed that places restrictions on young drivers. A number of Tribes have also made recent changes to traffic safety laws. The **Yakima Nation** and the **Jicarilla Apache Nation** both passed primary occupant restraint laws during FY 2001. The **Reno/Sparks Indian Colony**, the **Laguna Pueblo**, the **Tohono O'odham**, the **Mille Lacs Band of Ojibwe**, and the **White Earth Reservation** are all currently working to strengthening local ordinances in the area of occupant restraint.

In many cases, IHS Injury Prevention personnel are actively involved in working with Tribes to adopt or strengthen local traffic safety ordinances. In the **Tucson Area**, IHS staff worked with a coalition of IHS, Tribal Police, and public safety officials to send materials, data, and testimony to help pass laws on the Tohono O'odham Reservation. **Albuquerque Area** IHS staff also worked with a local coalition to lobby Tribal leaders to support legislation changes. Further, the **Bemidji Area** devoted special sessions during both the Second Annual Transportation Safety Conference and the American Indian Lifesaver's Conference to encouraging Tribes to develop primary seat belt and car seat laws. The **Oklahoma Area** is home to a group of students that have worked with the IHS and their community to successfully persuaded their Tribal council to pass resolutions regarding occupant protection and drinking and driving (see Tribal Youth Initiative below).

Collaboration/Information Sharing

All of the IHS Area Injury Prevention programs collaborate with other local, State, and Federal agencies. Information is shared with these partners as well as other injury prevention partners. Most of the Areas utilize email, newsletters, community meetings, and reports to disseminate information to other IHS/Tribal personnel.

The **Oklahoma Area** shares motor vehicle information such as injury data, product recalls, special initiatives, and other Tribal activities with Tribal Injury Prevention Coordinators, IHS Injury Prevention advocates, and State injury prevention organizations. Typically this information is shared through email, monthly meetings, and telephone calls. The **Bemidji**, **California**, **Phoenix**, and **Tucson** Areas all share information with interested parties through injury prevention newsletters (the February 2001 California Area IHS Injury Prevention program newsletter can be found on the IHS Injury Prevention website, www.ihs.gov/medicalprograms/injuryprevention, under the "Activities" section).

NHTSA Materials

IHS Injury Prevention Specialists throughout Indian Country utilize NHTSA materials in a variety of ways. These planners are commonly distributed among those actively involved in

injury prevention. In the **Oklahoma Area**, NHTSA planners are shared with Tribal Injury Prevention Coordinators. In the **Phoenix Area**, the Reno District Injury Prevention staff has incorporated NHTSA materials into a quarterly injury newsletter. NHTSA materials (including camera-ready logos) are also used by some of the Phoenix Area Tribes in newsletters and newspapers. In the **Albuquerque** and **Billings** Areas, Service Unit Environmental Health Staff distribute the NHTSA planners to injury prevention coalitions in their communities. The **Navajo Area** utilizes materials available on the NHTSA website, and through email announcements received from NHTSA employees (such as Ann Mitchell). Feedback is positive in the use and content of these materials. The **Bemidji, California**, and **Portland** Areas state that Tribes in these Areas do not use NHTSA planners on a regular basis.

Tribal Youth Initiative

The IHS Injury Prevention Program is currently revising its Tribal Youth Initiative. As a result, the Tribal Youth Campaign was temporarily discontinued during FY 2001. Nevertheless, some interesting youth injury prevention projects took place and are briefly described below. The IHS has rewarded both of these groups of students for their efforts by sponsoring their travel and participation at the Youth Diversity Summit in Los Angeles this summer.

a. *The Little Black Bear School (Fond du Lac Reservation, Minnesota)*

The Little Black Bear School has a group of 10th grade students who work to raise awareness among school-aged children about impaired driving. This year, these students produced a video (PSA) on motor vehicle crashes. They have also succeeded in increase DUI enforcement by working with the local DARE program and with their Tribal Council. They hope to create a longer video on drinking and driving in the future.

b. *The Pawnee High School Youth Peacemakers (Pawnee Tribe, Oklahoma)*

The Pawnee High School Youth Peacemakers are a group of students whose main goals are to address underage drinking and driving, promoting occupant protection, and preventing violence. These students initiated and obtained resolutions regarding occupant protection and drinking and driving from the Pawnee Nation Tribal Council, the Pawnee City Council, and the Pawnee School Board of Education. They have also developed a skit describing the toll that drinking and driving has taken on their community and has presented this material at several state and regional conferences.

Other Noteworthy Traffic Safety Activities

While most of the projects described below are not funded by NHTSA, these projects demonstrate the degree to which the IHS Injury Prevention program is dedicated to reducing motor vehicle injuries in Indian Country.

IHS Injury Prevention Grants – Status Report

During FY 2000, the IHS made available over \$1,400,000 in federal funding to increase the capacity of tribes to address the problem of injury in their communities. Three types of grants were available through this RFP (capacity-building, intervention, and conference). All together,

40 grants were awarded. These grants represent the first time that the IHS injury prevention program has been able to provide this much funding to tribes to address the problem of injury at the local level.

| Table 2: Motor Vehicle Safety Programs Initiated by Part I Grantees (N=25) | Number of Programs |
|---|---------------------------|
| Seatbelt / Car Seat Surveys | 8 |
| Develop Injury Surveillance Systems | 8 |
| Educational Campaigns | 8 |
| Develop Coalition | 7 |
| Car Seat Training | 5 |
| Car Seat Distribution Programs | 4 |
| Implementing Interventions | 2 |
| Developing Local Ordinance | 1 |

The grantees are all working on different injury issues relevant to their communities. However, as expected, many of these grants have focused their energy on the problem of motor vehicle injuries. Most conduct seat belt surveys, car seat distribution programs, conduct public information and education campaigns concerning drinking and driving and occupant protection, and if no occupant

protection laws are present, advocate for primary seat belt and car seat laws. Table two summarizes the accomplishments that the capacity-building grantees (Part I) projects have already realized.

IHS Injury Prevention Fellowship Studies

In May of 2001, the IHS Injury Prevention Fellowship program graduated 12 students. Each of these 12 students completed a project addressing an injury problem of significance in the Native American community in which they work. Five of the 12 projects were motor vehicle related. While none of these projects were funded by NHTSA, these projects are examples of how the IHS Injury Prevention program is working to prevent motor vehicle injuries. A brief summary of these projects is provided below.

- a. ***Child Pedestrian Fatalities on the Navajo Reservation from 1996-1998*** ***This study*** examined all pedestrian motor vehicle fatalities that occurred to children between the ages of one and five living on the Navajo Reservation. The study found that 13 children met the study's case definition. Of these 13 deaths, 83 percent of deaths involved full-size pickup trucks. The study also found that many of the deaths occurred in home driveways (70%) by vehicles traveling in reverse (75%).
- b. ***Crossroads: A Motor Vehicle Crash Intervention for Native American Youth*** To promote safe driving behavior among Native American youth, this project teamed up with its target audience to develop education materials for use in reservation schools. The materials that were developed out of this collaborative effort include an educational video with accompanying learning materials and activities, and a manual for teachers. The video describes the consequences of unsafe behavior, particularly drinking and driving and non-use of seatbelts. This project attempts to create materials to meet the need in reservation schools for promoting motor vehicle safety in a culturally appropriate manner.

- c. ***Yakima Nation Primary Seat Belt Law*** Alarmed by the high motor vehicle mortality rate, the infrequent use of seat belts, and a failed educational campaign on the Yakima Reservation, this project describes the creation of a motor vehicle safety coalition. The goal of this coalition was to pass a primary seat belt law on the Yakima Reservation. The coalition worked to draw attention to this goal by informing the Yakima Nations decision-makers. After a presentation to the Yakima Tribal Council, this council voted to pass a primary seat belt law by a unanimous vote.
- d. ***Assessment of Child Passenger Safety Seat Programs in Three Northwest Tribes*** The objective of this project was to evaluate the status of three Northwest Tribes current child occupancy laws and child seat distribution programs for children between the ages of 0 and 4. To meet this objective, Tribal child seat programs were evaluated in three communities by comparing current child seat programs to the six components known to comprise a model child seat program (Tribal law, enforcement, distribution with education, community education, community involvement, and access to Tribal data). The evaluation found that all three communities had significant gaps in their child safety seat programs. Results will be shared with all three Tribes.
- e. ***100 Crosses in 100 Miles: Motor Vehicle Crashes on Arizona Highway 86*** This descriptive study examined motor vehicle crashes along Arizona Highway 86 during the years 1996 and 1999. Results indicate that on this highway crashes occurring among Tohono O'odham (TON) Tribal members are under-reported (by 26%) to the Arizona Department of Transportation (ADOT). Because the number of crashes occurring on highways is one of the determining factors for the allocation of highways safety funds, results from this study will be used to inform the TON Police Department, the ADOT, and the IHS.

Other Traffic Safety Projects

Two Tribes in the Albuquerque Area have worked with State agencies to address local traffic safety problems. In response to motor vehicle/pedestrian injuries at the **Zuni Pueblo**, Zuni IHS/Tribal/School staff have worked with the University of New Mexico's Center for Injury Prevention Research and Education to identify hazardous areas and implement corrective measures. Similarly, the **Southern Ute Tribe** was awarded approximately \$150,000 from the Colorado Department of Transportation for crosswalk lighting and extending roadside street lighting along a highly traveled roadway in the Tribal community of Ignacio, CO.

The **California Area** Injury Prevention program collaborated with Ford's Boost America program to develop a poster promoting the use of booster seats (California's booster seat law takes effect in January 2002).

In the Oklahoma Area, the **Cheyenne and Arapaho Tribes** received a grant to conduct an under-aged drinking initiative. This initiative will consist of developing a presentation for Tribal members, developing a culturally relevant video to raise public awareness among Tribal members, and will train the Cheyenne and Arapaho Tribal police officers on the use of a breathalyzer.

Tribal Law Enforcement Initiative

Traffic safety is a priority community concern and law enforcement is a key component to reducing traffic crashes and injuries. It is important that Tribal law enforcement systems are provided the appropriate tools and technical assistance to appropriately identify needs for improving traffic safety enforcement efforts. To identify effective solutions, there must first be a clear picture of traffic enforcement systems and their interaction within and outside the community. An assessment that identifies areas needing attention in order to improve the traffic enforcement systems and programs should be conducted.

In response, NHTSA has proposed to engage an American Indian law enforcement officer, currently employed by a local Tribal law enforcement agency, to work on this project as part of a fellowship program. This Officer will provide the perspective, wisdom, and expertise necessary to identify unique characteristics and issues relevant to Tribal agencies. He will be working with other Tribal agencies and Officers in gathering critical information for the development and implementation of an assessment tool. This one-year project will serve as an initial pilot fellowship with Tribal law enforcement that could be continued and/or expanded to address additional or more specific traffic safety issues. LT Jeff Hepting, Acoma Police Department, has been selected to begin this unique fellowship project. Jerry Lee, Albuquerque Area Injury Prevention Specialist, will be the IHS contact for this joint NHTSA/IHS/Tribal effort. LT Hepting is scheduled to begin this program with an orientation visit to Washington D.C. the beginning of September.

United Tribes Technical College

The United Tribes Technical College Injury Prevention Program (UTTC-IPP) is a vocational program located at the United Tribes Technical College in Bismarck, North Dakota. Funded in part by the IHS Injury Prevention program, the UTTC offers an Associate of Applied Science degree in injury prevention for Native American students. In April 2001, UTTC Injury Prevention program received a 10-year accreditation by North Central Accreditation. To date, 13 students have graduated with an Associate's Degree in Injury Prevention. The school expects 20 students to return for the fall 2001 semester.

Below is a summary of the motor vehicle safety activities that the UTTC has been involved with during FY 2001:

- One UTTC injury prevention student completed a 15-week practicum/internship program with US DOT/NHTSA. During this internship, the student:
 - Completed a Tribal law summary update;
 - Presented this Tribal law update at the National Sheriff's Association Conference;
 - Participated in the Steering Committee for the Youth Diversity Summit; and
 - Updated a child passenger safety brochure and Fact Sheet for Native Americans.
- Sponsored the Second Annual Injury Prevention Awareness day at UTTC.
- Facilitated the development of a Native American car seat brochure by one of its students.
- Conducted a car seat checkpoint at the UTTC Pow-Wow that was attended by nearly 25,000.
- Co-sponsored the Fifth Annual Native American Lifesavers conference.

- Sponsored three students to attend the four-day NHTSA child passenger safety course.
- Participated in “*Youth Awareness in Injury Prevention Day*” where UTTC students (and the State of North Dakota’s First Lady) talked about drinking and driving.

IHS Injury Prevention website

<http://www.ihs.gov/MedicalPrograms/InjuryPrevention/index.asp>

The IHS injury prevention program maintains a website that is linked with the IHS Homepage. This site describes the mission of the IHS Injury Prevention program, the magnitude of the injury problem in Indian Country, and the injury prevention programs that operate to reduce these injuries. The website provides a schedule of events and training opportunities as well as a list of the program’s personnel. At this website, there are also links to resources that may assist injury prevention practitioners. These resources include links to:

- Agencies working to control injury, such as NHTSA and the CDC;
- Online databases such as NHTSA’s FARS database, CDC’s Wonder database, and the Native Health Research database;
- Other regional and national organizations and centers working to prevent injury; and
- Publications and materials that an injury prevention practitioner may find useful.

Success Stories

Two success stories (available from the IHS Injury Prevention website) are summarized here.

Lac Courte Oreilles Teen Saved by the Seat Belt...

Natalie Miller, a Lac Courte Oreilles (LCO) teenager, swerved to miss a deer that ran in front of her car. When Natalie swerved to miss the deer her car rolled, landing on its front end, suspended in the air. Natalie was scared after the crash and wondered about the serious injury or death that she may have suffered had she not been wearing her seat belt. Natalie had this to say after her crash, “thanks to the LCO Injury Prevention Program and their ongoing seat belt campaign, I always remember to put on my seat belt”.

The Most Precious Gift

On October 26, 2001 Anna Myers was returning home from the grocery store with her infant son, Nathaniel. At an intersection on the Turtle Mountain Reservation, Anna and Nathaniel were struck by another vehicle. Both Anna and Nathaniel were properly restrained. Anna suffered a whiplash, back and shoulder injuries, and Nathaniel suffered lacerations to his face. Anna received the car seat from the Turtle Mountain Highway Safety Office, and had this to say about her infant’s car seat “I know for a fact that his car seat saved his life”.